

CLAIM AMENDMENTS

1-12. (Canceled)

13. (New) A method for recognizing a chassis anomaly comprising:

determining an instantaneous chassis-indicative value that is indicative of a chassis anomaly,

determining an intermediate value,

determining whether a predefinable learning threshold for storing a comparative value has been reached,

determining whether at least one storage triggering condition is met,

storing the intermediate value when the predefinable learning threshold for storing the comparative value has not been reached and the storage triggering condition is met,

storing the intermediate value as the comparative value when the predefinable learning threshold has been reached, and

comparing the instantaneous chassis-indicative value with the comparative value to recognize a chassis anomaly.

14. (New) The method according to Claim 13, wherein the learning threshold is specified by requiring that a predefinable minimum number of determined chassis-indicative values must have been used for determining the comparative value.

15. (New) The method according to Claim 13, wherein actuation of an ignition lock is specified as a storage triggering condition.

16. (New) The method according to Claim 13, wherein elapsing of a time interval is specified as a storage triggering condition.

17. (New) The method according to Claim 13, wherein a presence of an intermediate value which differs by a predefinable amount from an intermediate value determined at an earlier time is specified as a storage triggering condition.

18. (New) The method according to Claim 13, wherein the comparative value and the intermediate value are associated with a predefinable vehicle dynamics parameter range.

19. (New) The method according to Claim 13, wherein, for determining a comparative value or an intermediate value associated with a vehicle dynamics parameter range, a comparative value associated with another vehicle dynamics parameter range is used.

20. (New) The method according to Claim 19, wherein, for determining the comparative value or intermediate value associated with the vehicle dynamics parameter range, comparative values associated with adjacent vehicle dynamics parameter ranges are used.

21. (New) The method according to Claim 18, wherein the learning threshold is specified as a function of the vehicle dynamics parameter range.

22. (New) The method according to Claim 21, wherein, as a learning threshold for a higher-value vehicle dynamics parameter range, a lesser number of pressure-indicative values is required than for a lower-value vehicle dynamics parameter range.

23. (New) The method according to Claim 18, wherein the vehicle dynamics parameter range is a speed range.

24. (New) The method according to Claim 13, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

25. (New) The method according to Claim 15, wherein said actuation provides for shutting off of an engine.

26. (New) The method according to Claim 14, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

27. (New) The method according to Claim 15, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

28. (New) The method according to Claim 16, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

29. (New) The method according to Claim 17, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

30. (New) The method according to Claim 18, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

31. (New) The method according to Claim 19, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.

32. (New) The method according to Claim 20, wherein the chassis anomaly is a loss of tire pressure in a motor vehicle tire, and wherein the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.